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# PACIFIC ELECTRIC

# Magazine

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January 10, 1938





PACIFIC ELECTRIC  
*Magazine*

Volume 18, No. 7

January 10, 1938

Published monthly by the Pacific Electric Railway, under the supervision of the Pacific Electric Club for the pleasure and in the interest of Pacific Electric Railway and Motor Transit Company employees.

Contributions of items and pictures of interest solicited from employees. Material must be received by 20th of current month for publication in following issue. Advertising rates upon application.

Address all communications care of Editor at 299 Pacific Electric Bldg., Los Angeles, Calif.  
N. B. Vickrey.....Manager, P. E. Club  
Paul T. Porter.....Editor

**R**ELUCTANTLY, but with no alternative, our management applied last month for an increase in passenger fares.

As told elsewhere, wages and taxes alone have risen more than a million dollars a year, a sum far too great to be shouldered by a utility already strained to make its financial way.

**Fare Increase and Problems**

The basic passenger fare increase sought is approximately 10%. If this increase is granted and our management could realize a 10% increase in passenger revenues the immediate emergency would be overcome to a considerable extent. Unfortunately, and unlike other utilities, who, when granted a rate increase realize the full value of it, a transportation company does not.

Regardless of the meagerness or fairness of the increase sought, a certain percentage of patrons will immediately choose to use their own transportation, the automobile. Many others will feel the urge to do so, and will use their own cars, upon failure of service or the least shortcoming in courtesy of working forces.

Fortunately there are other means within the scope of the employee mass to aid our management in realizing the quota of revenue increase to which it is justly entitled.

Trainmen can gain good-will, hold and attract new patronage through rendering a good service, an integral part of which is COURTESY.

Trainmen, too, can save tremendous

sums yearly in accident prevention. This was proven by the fact that accidents were reduced to the extent of 142, during five late months of 1937 as compared to 1936.

All other employees, through not unreasonable effort, can greatly aid the common cause. Loyalty is the first essential.

We too can gain good-will by being currently informed and discussing dispassionately the problems of the railway. And with all of us daily there is the opportunity to practice frugality, the sum total of which over a period of a year will reach astounding proportions.

The need is great, and it is to the best interests of all that we earnestly strive to meet it.

**'TWAS WISELY SAID:**

Too great haste leads us to error.—  
Moliere.

Good will is the one and only asset that competition cannot undersell or destroy.

The race is not always to the swift. The faster a man runs in debt, the more he gets behind.

Maybe it's because men get out of life exactly what they put into it that makes some of them so unhappy.—  
Elbert Hubbard.

**SEVEN DEATHS IN DECEMBER**

Seven of our fellows, of whom three were on the retired list, were called from this life during December, and to the families of the deceased the Magazine, speaking for the employee mass, extends kindest sympathy.

Those called were: James Glass, Car Cleaner; F. E. Loucks, Special Accountant (retired); A. G. Lutes, Passenger Director; C. W. Kenner, Line Foreman; Priscilla Day, Forewoman Car Cleaners (retired); August Vautrin, Machinist (retired), and Patrick Fant, Switch-tender.

Five of the seven deceased carried both Group and Mortuary insurance, the latter, totaling \$683.66 in each case, being delivered within 24 hours after death.

There were no deaths among the members of the Wives Mortuary, the last payment of record being \$157.46.

**TEN POINTS TO REMEMBER:**

Treat every customer, every fellow-employee, as you would want to be treated in the same circumstances.

Be truthful. Build up confidence in your word.

Do not ignore or evade a question. It is better to say you don't know than to bluff or make up an answer, especially if asked about company plans or rates; say that you'll find out, and then do so.

Never make a promise that you can't keep, or that involves another person without his knowing it. Having made a promise, do all in your power to see that it is fulfilled.

Say "Thank you" sincerely in a clear, pleasant tone—not gruff or short or perfunctory.

Remember the value of "Please" when you make any request.

Smile often, and show that you mean it.

Accept responsibility—don't "pass the buck." And don't hesitate to admit error.

Do not contradict anyone, or argue, for friendship was never made this way.

The best way to make a friend is to BE one, and the time to make friends is BEFORE you need them.

—Exchange.

**WANTED: BACK MAGAZINES**

Calls are frequently made at the Magazine office for back issues of our publication and when able we are happy to supply former issues for reference purposes.

There is a shortage of the following issues:

August and November, 1936; and August, September and December of 1937 issues.

If at any of the terminals or locations where Magazines are delivered, or employees have an extra copy or two of any of the above, we will be pleased to receive them in order that our stock on hand may be complete and to make possible delivery of any issue for which a request is made.

# Company Makes Application For Nominal Fare Adjustments

Large Increase in Operating Expenses Emphasize Need of More Revenue if Proper and Adequate Service is to be Rendered

PACIFIC ELECTRIC and Motor Transit filed application on December 16th for an emergency increase in passenger fares.

The necessity of the application for fare adjustment is the very rapidly increasing costs of operation, particularly due to wage adjustments recently made. Increase in wages alone will increase payrolls for 1938 by approximately \$750,000.00. Mounting taxes also contribute to need of more revenue, increase in taxes for the first 11 months of 1937 compared with the same months of 1936 amounting to \$269,500—more than a quarter of a million dollars.

In addition to increases in passenger fares Pacific Electric has an application pending before the California Railroad Commission and Interstate Commerce Commission for an increase in freight rates.

## Details of Application

The application for passenger fare adjustment seeks a basic increase of 10 per cent in one-way, round-trip and commutation fares with following principal exceptions:

The minimum one-way fare would be 7c.

No change in one-way fares of 10c or more on the Los Angeles-Glendale-Burbank Lines, West Beach Lines, Beverly Boulevard Motor Coach Line or Hollywood-Beverly Hills—University Motor Coach Line.

The round-trip excursion fare between Los Angeles and Santa Monica-Ocean Park-Venice would be 40c.

Excursion round-trip fare between Los Angeles and Long Beach, Alamitos Heights or Redondo Beach would be 60c; between Los Angeles and Seal Beach 65c, and between Los Angeles and Balboa \$1.25.

In a recent statement by O. A. Smith, President, he emphasized that it would be impossible under present conditions to meet these increased costs, together with substantial increases in most other items involved in our operations, without increased earnings.

For the first eleven months of 1937, the Pacific Electric Railway was over \$400,000 short of earning its operating expenses and taxes. The only way possible to continue to render

## Problems Confronting

OWING to tremendously increased operating costs, brought about by recent wage adjustments and mounting taxes, our management last month applied to the Railroad Commission of California for nominal passenger fare increases, basically designed to approximate 10 per cent.

When it is stated that adjustment of wages will total \$750,000 per year, also that taxes for 1937 rose more than \$275,000 over 1936, not to mention a very considerable price advance in practically all commodities used in our operations, the need and justice of greater revenue is readily apparent.

The accompanying article relates the problems confronting our management and gives details of the nominal fare increases sought, both being subjects upon which we should be currently and correctly informed.

an adequate transportation service is to secure additional revenues, and the only means available to secure additional revenues is through increased rates. Mr. Smith assured that the increases asked for in passenger rates, together with recently requested increases in freight rates, will not produce in additional revenue more than the actual increase in pay to employees.

The \$400,000 loss figure above mentioned by Mr. Smith does not include retroactive pay to August 1st (October 1st to freight train service employees) which as of Dec. 31, 1937, will amount to approximately \$253,000 for the Pacific Electric.

The recent application to increase fares, which are felt by the management to be reasonable, provides for the following specific fares on Los Angeles local lines:

Retain present zones, with 7c fare in each zone.

Retain 10c fare between three zones.

Retain 6 1/4c ticket between Zones 1 and 2, in addition to providing a ticket at 6 1/4c in each of the other 7c local zones.

Retain 25c round-trip fare between Zones 1 and 4.

Retain 10-ride ticket at \$1.00 between Zone 1 and Fairfax Avenue.

Retain 15c fare between Zones 1 and 4.

Forty-ride school tickets to be based on one-half of 40 cash fares, except that present special 40-ride school tickets, sold at \$1.20, will be increased to \$1.40.

## Proposed Pasadena Fares

In Pasadena the application provides for local fares of 7c one-way within territory now comprising Zones 1 and 2, to be designated Inner Zone, except that the southerly boundary of such zone will be at Columbia Street and Fair Oaks Avenue.

7c one-way fare within the territory now comprising No. 3 zone, such zone to be designated Outer Zone.

10c one-way fare between inner and Outer Zone, and tickets at 4 for 25c good in either the Inner or Outer Zone.

Glendale local fares, as requested in the application would be 7c one-way between Inner Zone and East Outer Zone or West Outer Zone, except that southerly limit of Inner Zone would be at Los Feliz Boulevard and Brand Boulevard.

7c one-way within Glendale South Outer Zone.

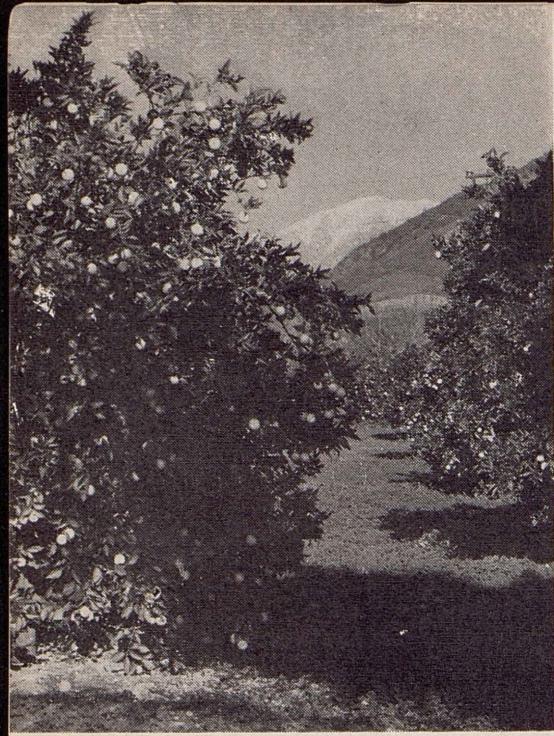
7c one-way between Richardson and East Broadway or Burchett Street.

10c one-way between South Outer Zone and Inner Zone. Tickets at 4 for 25c to apply same as 7c cash fares.

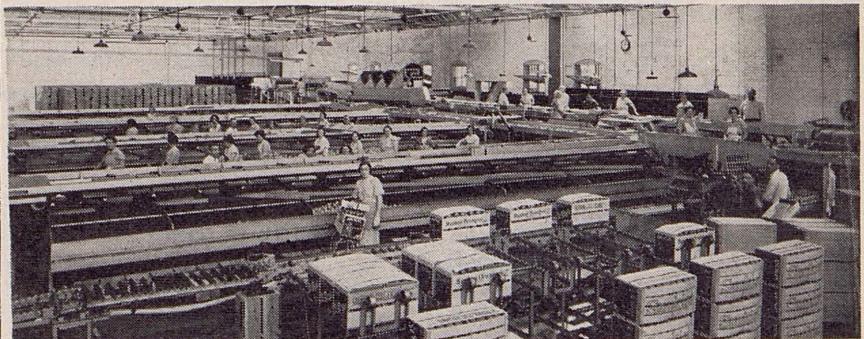
The local one-way fare within the cities of Long Beach, San Bernardino, Colton and San Pedro would be 7c, with the first three cities named having available tickets at 4 for 25c to apply the same as 7c cash fare. The one-way fare between Upland and Ontario on the Upland-Ontario Motor Coach Line would be 10c.

Other principal changes in the fare structure, as they apply to Pacific

(Continued on Page 14)



## California Is World's Citrus Empire



*A peak of Old Baldy from a Sunkist grove near Glendora; above right: sizing, grading, wrapping and packing in a modern packing plant; modernistic home of California Fruit Growers Exchange, sales headquarters from whence our golden fruit journeys throughout the world.*

HOW many of us realize the magnitude and economic importance of the California citrus industry, especially to Southern California, where 85 per cent of the oranges, lemons and grapefruit are produced?

Despite the loss of something like 35,000 carloads of citrus fruit during the cold weather last January, there were 67,592 carloads sold as fresh fruit during the industry's fiscal year ended last October 31, for an f.o.b. packing house return of over one hundred million dollars, which was only about 8 per cent below the returns of 1936.

During this short crop and higher price year, the growers received 37.5 per cent of the consumer dollar spent for oranges compared to 30.8 per cent for 1936, which would indicate that aggregate returns on the tree were somewhat greater in 1937 than they were in 1936. Grower returns varied widely, depending upon their individual loss, and many of those who saved their crops spent a substantial part of its value in doing so.

Expenditures for fuel and labor required for the most extensive orchard heating ever practiced amounted to six million dollars.

### Labor Benefits

The freight and refrigeration bill, even on this "short crop," was almost 29 million dollars, of which over half is said to go to railroad labor as wages. Thirty million of the citrus industry's return went as wages to grove and packing house workers, and orchard and packing house supplies accounted for 42 million.

Thus the returns from a major crop

like citrus are of interest and significance to many, not only to the labor and many other supply industries directly concerned, but to the whole producing area and the many communities in it.

California produces the best citrus fruits in the world, but it is also true that California is the most expensive place in the world in which to grow citrus fruits. Land, water, labor, taxes, pest control, transportation (by reason of long haul) and almost everything else costs more in comparison to costs of competitors in all other producing areas of the world.

Along with its quality production, California has the additional advantage of being the only large citrus producing section of the world that picks, packs and ships oranges, lemons and grapefruit every day in the

year. Florida and Texas orange and grapefruit crops mature and must be shipped during winter and spring months. Lemons are not grown commercially in any other state. In fact, Italy and California supply the world with lemons.

California has another advantage and that is the superior type of marketing employed by the grower, typified by the California Fruit Growers Exchange. Last season this Sunkist cooperative marketing organization, which now consists of over 14,000 growers, marketed 79.6 per cent of the entire California and Arizona citrus shipments. Twenty-five million dollars has been invested by these growers in Sunkist advertising to build markets for their crops.

Ever increasing production has made marketing a problem for citrus

growers since the early days of the industry. Fifty years ago, in 1887, California shipped about 2,000 cars of citrus fruit. By 1893, when the California Fruit Growers Exchange was organized, shipments had increased to 6,000 cars. Today's crops approach the 100,000 car mark and there are thousands of acres of valencia oranges and lemons still to come into full bearing.

Marketing problems of the past must have been fairly well solved, else all these new acres would never have been planted. So the industry looks to the future with confidence that, in partnership with the great transportation systems that distribute the fruit all over the world, it can continue to market its crops and contribute its share to the prosperity of the southland.

#### YULE PACKAGE TO RETIRED

Retired and sick employees at hospitals or in homes, to a total of about 400, again received a Christmas remembrance from the P. E. Club in the form of well-filled Yule box containing candy, nuts, fruits and cigarettes or smoking tobacco. Due to the rather larger number of employees retired in recent months the total quota of packages this year exceeded that of any of the fourteen years preceding during which the practice has been followed.

Not intended as a pretentious gift, but rather to inform the retired and sick that the railway management and Club have not forgotten them, these Christmas packages are hand delivered for the most part, and some of them mailed. Sam Newcomer of the Club and Vic Westerberg of the Engineering Dept. are assigned the rather large task of delivering them each year, a circuitous route being charted and every stop indicated on a city map.

Indicating that the recipients appreciate the friendly gesture more than fifty letters and cards of acknowledgement were received following the delivery immediately preceding Christmas.

First Imbiber: "I found (hic) a half dollar."

Second Inebriate: "It'sh mine, it'sh got my name on it."

"What'sh your name?"

"E Pluribus Unum."

"Yeah, it'sh yoursh."

## Fine Service of Trainmen Commended

### Observing Passengers Note and Write Management About Splendid Courtesies and Service

THAT Trainmen and Coach Operators throughout the entire system are doing their part in extending courtesies and showing consideration to patrons is well evidenced by a large number of complimentary letters to the management in recent weeks.

"Particularly pleasing to me," comments Geo. F. Squires, General Superintendent, "is the fact that many compliments from passengers show that Trainmen are going beyond the usual lengths to extend special courtesies. Such acts of courtesy make lasting friends, both for the individual and railway. One of the most needed possessions of a public utility is the good-will of its patrons, and there is no surer way of winning and holding the esteem of those we serve than through a sincere effort to please them."

Congratulations are extended to the following whose acts inspired letters of commendations, briefed as follows:

J. Randall, Condr., West: for extreme aid and courtesy extended an elderly passenger.

B. L. Brown, Condr., North: return of pocket-book.

K. C. Aldrich, Condr., West: "I have never met such an obliging and friendly Conductor," wrote patron.

#### Tragedy Averted

J. B. Mobely, Condr., West: for return of purse to patron "containing every dollar I possessed."

A. M. Brower, Condr., North: complimented for kindly assistance given to a blind couple.

E. B. Jackson, Condr., South: for loan extended to passenger who had left purse at home.

E. C. Griffin, Condr., South: courtesy to sick passenger "far beyond his line of duty."

C. F. Langley, Condr., West: complimented for tact and judgment used in handling an intoxicated person.

R. Weinberger, Condr., North: for assistance given a patron without funds.

L. S. Radcliffe, Operator, Motor Transit: courtesy and aid extended to patron in recovery of brief-case.

C. E. Barnum, Operator, Motor Transit: "Have never ridden with a

driver who handled his bus more smoothly or safely," writes patron.

Conductors and Train Dispatcher at Wilmington: for aid given a panic-stricken lady late at night to reach her destination.

F. J. Oriva, Condr., South: commended by observing passengers for splendid aid given a stricken elderly patron.

H. M. Mosher, Condr., North: for his unfailing courteous and helpful service to riders of his car.

L. J. Heim, Condr., North: praised for his promptness and honesty in returning lost package to patron.

H. J. Eddo, Operator, Motor Transit: for his gentlemanly conduct in handling group movement of Y.M.C. A. boys.

E. W. Cooper, Operator, South: for returning lost 60-ride book to passenger.

#### Answers Questions Well

J. W. Kemp, Condr., North: praised for his courtesy and intelligent manner in which he answers questions.

H. H. Huber, Operator, West: "he is courteous, pleasant and thoughtful, and the most careful driver I have ever ridden with," wrote regular rider.

W. R. Grissinger, Mtm., West: kindness shown in holding train for passenger running for it.

E. D. Cherry, Condr., West: for return of purse lost on car.

D. K. Messamer, Condr., West: courtesy to women and children, and fine calling of streets.

D. W. Brown, Condr., North: highly commended for phoning ahead for taxi to meet our train which enabled connection with S. P. train.

E. W. Pont, Condr., West: for always being courteous and considerate of his passengers.

L. C. Hardin, Condr., West: writes patron: "I never saw a more courteous or more pleasant employee in my life."

"When Jones' wife got a divorce with all that alimony, how did he feel?"

"Chagrined."

"How about her?"

"She grinned."

## 1938-39 PASSES ARE ISSUED

Employees entitled to annual passes were receiving them early this month, the new ones issued being good for transportation during the two-year period 1938 and 1939. As in former years, they are of white, buff or light blue stock, with red numerals.

The former year's passes were limited for use until January 15th, so if you have not yet procured one of the new issue you should apply immediately, at the same time being prepared to turn in the pass or passes issued to yourself and family members.

As in former years all passes issued carry the following notation on the reverse side:

"During periods of heavy travel, pass holders, particularly men, are requested to refrain from occupying seats to the exclusion of pay passengers."

A fat man bumped into a rather lean gentleman. "From the looks of you," he said belligerently, "there must have been a famine."

"And from the looks of you," replied the lean gent, "you're the guy who caused it."

## Freight Forces Handle Well a Rare Sized Commodity

EVERY now and then we hear or read of a rare and unusual freight shipment originating on distant rails, but last month our own freight forces were given the opportunity to participate as the originating carrier in the shipments of one of those "believe it or nots."

The movement had to do with the transportation of a Fractionating Tower, so-called by the oil industry, from the Wingfoot district to Southern Pacific connection, thence to Bakersfield, from whence it was handled by the Sunset Ry. to Maricopa. One of the largest such towers in use on the Pacific Coast, this unit measured 92 feet in length, 7 feet in diameter and weighed the sizeable sum of 98,000 pounds.

It was first loaded on a 50-foot flat car, ballasted at each end, and had a hang-over of 21 feet on each of two idler cars and great care had to be taken in loading that it would take the swing-out in making curves, as a miscalculation in this respect would have been most embarrassing in settling a claim. It reached its destination without incident or mishap, thanks to as-

sistance and supervision of Wally Hickman of the So. Pacific freight department, G. P. Barkhurst, Agent at Wingfoot and "good railroading" by all train crews enroute to destination.

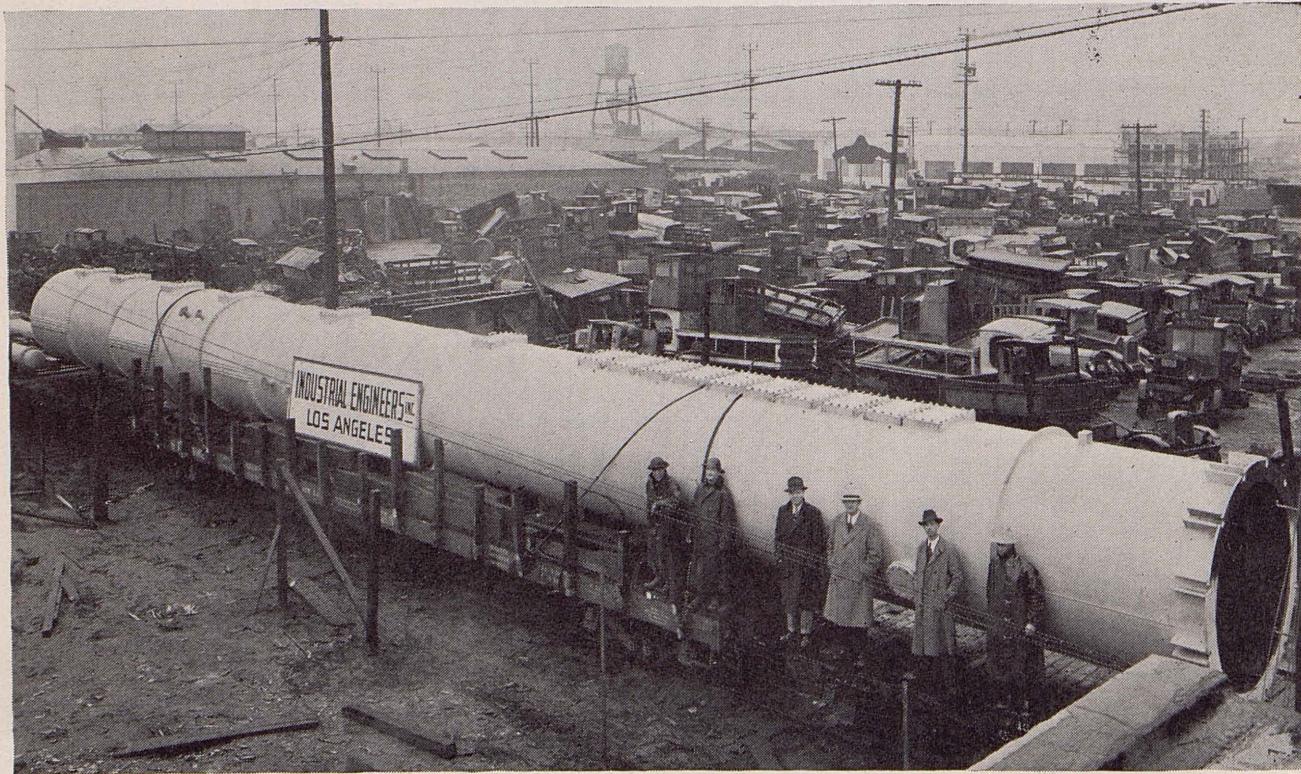
This is the first shipment of this kind via rails in this district and successful handling in this instance undoubtedly will result in additional like movements.

## CONSIDER OUR ADVERTISERS

From time to time the Magazine points out the very helpful support being given it through returns from advertisements appearing therein.

A very considerable portion of the cost of producing the Magazine is so derived and inasmuch as advertisers are chosen because of their known reputation for honesty of dealing and quality of commodity or services, all things else being equal, we in turn should favor them when the opportunity affords.

Also, in patronizing advertisers it will be helpful for a continuance of such advertising if employees will advise "I saw your ad in the P. E. Magazine."



A 92-foot fractionating tower, requiring three flat cars and good railroading to transport, arrived in good order at Maricopa, originating at Wingfoot district. It was 7 feet in diameter and weighed 49 tons. Starting third from left: Wally Hickman, S. P. freight department; Dave Porter, P. E. freight solicitor and G. P. Barkhurst, Agent at Wingfoot. Rubber clad gents are members of train crew.

## New Course in English to Begin at Early Date

DO YOU speak correctly, or do you only THINK you do?

Some 45 of our employees have come to the conclusion that quite frequently they do not. Their conviction was brought about by attendance of a class in the "Miller System of Correct English," being sponsored by the P. E. Club, under the tutorship of F. A. Young, an outstanding authority on the English language.

By popular demand a second course in this all-important subject will begin on Tuesday evening, January 18th, under the Club sponsorship and employees and their family members are eligible to enroll, for which there is a most nominal fee, including a text book to remain the property of enrollees, easily worth the price of the course.

This practical study has been especially prepared for busy adults who wish to "brush up." It includes grammar, rhetoric, vocabulary, punctuation, common errors, correct pronunciation of 525 misused English words, French words and phrases in common use, up-to-date letter writing, and many other minor items that contribute to cultured conversation, poise and personality.

But back to our original query—do you speak correctly? Try these queries on your vocabulary, and not too confidently mark out the incorrect forms and checks with answers given on page 14:

1. Two (cupfuls, cupsfull) of coffee.
2. The car (doesn't, don't) run (good well)
3. (Providing, provided) I have the money.
4. Mine is different (to, from, than) yours.
5. It looks (like, as if) it (were, is) going to rain.
6. Each of us had (his, our, their) money's worth.
7. (Whoever, whomever) you send will do.
8. (Does, do) either of you know?
9. We (shall, will) be glad.
10. That will prevent (him, his) going.
11. The jury (were, was) unable to agree.
12. Mary, and her brother, too, (are, is) going.
13. The data (is, are) wrong.

## Twelve More Worthies Join Ranks of Retired

NOVEMBER and December marked the retirement of 12 of our fellow-workers who henceforth will receive liberal monthly pension awards under the terms of the Railroad Retirement Act.

With varying service records ranging from 16 to 35 years, these worthies are now free to enjoy the fruits of well-deserved awards of rest and relaxation and to follow the dictates of their fancy. To each of them their many friends within the ranks and the railway management extends congratulations, and express the wish and hope that they will live long to enjoy ease, comfort and happiness.

The names departments in which employed, occupations and years of service of the two month group of retired follows:

| Name                 | Department     | Occupation            | Years of Service |
|----------------------|----------------|-----------------------|------------------|
| F. H. Perkins        | Transportation | Motorman .....        | 18               |
| J. M. Lyon           | Transportation | Motorman .....        | 28               |
| W. M. King           | Transportation | Stoyer & Loader ..... | 16               |
| Tiliman Singer       | Land & Tax     | Nite Watchman .....   | 18               |
| Irving Hubon         | Engineering    | Chief Draftsman ..... | 35               |
| Volney B. Radcliff   | Engineering    | Roadmaster .....      | 32               |
| T. .. Morgan         | Transportation | Conductor .....       | 20               |
| John McEwing         | Mechanical     | Foreman .....         | 31               |
| Clarence B. Reynolds | Mechanical     | Armature Winde .....  | 31               |
| Mrs. Ada Arthur      | Mechanical     | Machine Opr. .....    | 19               |
| Albert H. Webb       | Mechanical     | Car Insp. .....       | 17               |
| Rosalio Ruiz         | Engineering    | Track Walker .....    | 22               |

14. It is you, and not I, who (are is) wrong.

Pronounce the following words: inquiry, precedence, allies, adult, vagary, exquisite, grimace, gondola, combative, discharge, museum, argumentative, pretense, conversant, finance, hospitable, albumen.

### CAMP'S BIG NEW YEAR PARTY

The capacity crowd at the Camp showed Old Man 1937 all the respect due him as he bowed his way out, but they did not wait for young 1938 to come in, they went out and brought him in. They didn't stop welcoming him until the wee small hours.

The Social Hall had been decorated for our Christmas Party and it presented such a thrilling sight that everything was left in place for the New Year celebration.

A few minutes before midnight the grand march was on and each participant was given the necessary noise making equipment to add to the din when youngster 1938 arrived. The grand march ended promptly at midnight and old man Bedlam led the new year in. From then on the lid was off, and it looked as though tear

gas would have to be used to get the crowd to call it a night.

Earlier in the evening, there was entertainment and dancing. The boys who played in our orchestra during the summer season came up and furnished the dance music. There were prizes for old time and modern waltzes, and they really "went to town" with the Big Apple, Trucking, etc.

It was a real party and everyone had a most enjoyable time. The Camp was filled to capacity and most of the crowd stayed for the two nights, Friday and Saturday, and until late Sunday afternoon.

Supt. Barton has now turned his attention to his winter sports equipment, and will be looking for you snow birds as soon as the first snow flies, which will be any time now.

If you have a sled, toboggan, ice skates or any other equipment for winter sports, bring it with you. Mrs. Barton will furnish the liniment.

We will have open house all winter and the Camp is better equipped to take care of you than ever before. Everything will be done to make your stay comfortable and enjoyable.

H. E. De Nyse,  
Manager, P. E. Camp.



Twenty boxes of food, clothing and toys to the needy were the contribution of the P. E. Women's Club during the Yule season. Shown are Mrs. L. B. Green, Welfare Chairman and Mrs. L. E. Murphy, Pres. of the Women's Club and the brimful boxes that brought cheer.

## If Santa Fails, P. E. Women's Club Won't

ACCEPTING the theory that charity and helpfulness begin at home, the Welfare Division of the P. E. Women's Club during the holidays brought sunshine into the homes of a considerable number of distressed fellow workers.

Through prolonged sickness, or other circumstances beyond control, there are always a few each year with whom fate has dealt harshly. That the burden may be lighter and that Santa not pass up the children of such families, the P. E. Women Club staff go into action.

Preceding Christmas the various departments are asked to report known cases where a box of food or clothing are likely to be needed, and where there are children who are likely to be disappointed on Christmas morning. With this information at hand the welfare staff begin "hostilities."

Well-filled baskets of food, sufficient to last several days, clothing where needed and toys for the children are packed and delivered to the home. Twenty such boxes of cheer were delivered immediately preceding Christmas, and eleven boxes of food before Thanksgiving.

Throughout the year the Women's Club continue active in helping the homes of the distressed and sick in many ways; also each week a call is made at the hospital and a modest

bouquet of flowers and words of good cheer left with each of the employee-patients confined there.

Mrs. J. B. Green has been Chairman of the Welfare Committee for the past four years and together with her staff has done a fine work that deserves the commendation and support of all of us. Funds to carry on the program are raised largely through the Annual Bazaar conducted by the Club members in which their needle work, cakes, candies, art objects and anything else saleable from their homes are given freely to the common cause.

Congratulations to the P. E. Women's Club!

### STAMP COLLECTORS' DATA

Stamp tax and just plain "Tax" have, and always will be, the most despised part of our governmental operations. This may have been a factor in the lack of general interest in revenue stamps during past years, but indications are that this interest is reviving.

Our series of 1862, comprising 102 major varieties and 125 minor varieties, helped pay the cost of our dispute over slavery. The wording on these stamps indicates the use for which they were intended, but such wording did not limit the usage, for

we frequently find a telegraph or certificate stamp attached to old photographs.

These revenues bore a beautiful reproduction of Washington's portrait, similar to the one now shown on our common three-cent variety, and a large number are well within the price field of all beginning stamp enthusiasts.

Our war with Spain was partly financed by the issuance of 24 varieties of proprietary (medical preparations) and documentary stamps showing the famous battleship Maine which was sunk in Havana Harbor and which was the spark that started that unnecessary hostility.

In addition, there were 22 stamps with values of \$1 or more which, for the most part, bore the figure commonly called "Commerce". In this issue our government abandoned the use of individual stamps for the various taxable transactions, but a large number of private revenue stamps, issued under government approval, made their appearance. The collection of these private revenues is a specialized hobby and many are very hard to secure in good condition.

Passing to 1917 a new series, used in connection with the World War, finds the number of stamps reduced to 23 varieties, about half of which showed only a number, but values reaching as high as \$1,000 were issued.

These stamps were over-printed for use of stock transfer and future delivery transactions at a later date. These notes cover about one-third of the total federal tax stamps issued and so one will find a large field in which to build a very interesting display, beautiful in color and workmanship and attractive in design.

So while we find the government reducing the number of varieties required for each cause for emergency revenue, this field is large and offers much to a specialist.

And do not forget the "Potato" issue. These are well-worth accumulating. They were used but a short time, due to action of the Supreme Court ruling and have already shown a marked advance.

—F. N. Compton.

"He was kicked out of school for cheating."

"How come?"

"He was caught counting his ribs in a physiology exam."



# SAFETY NEWS



## Our Responsibility in Accident Prevention

### Trainmen and Operators Better Schooled in Hazards of Highways Must Contemplate Recklessness

THE year of 1937 is history and we may now review the accident record of that year and strive not to forget the things accomplished, and also give particular heed to our failures.

During 1937 our casualty list seemed to get off to a bad start, and despite strenuous efforts, showed an increase of 243 accidents over the same months of 1936, which was most discouraging. But beginning in July and continuing to November 30th (the latest statistics available at this writing), a decrease of 142 accidents over the same period of 1936 is recorded. For this we are profoundly grateful to the operating men of the Transportation Dept. who helped to make it possible.

We shall aspire to make the new year show even greater results.

We must accept the premise that the majority of accidents are preventable and are due to the carelessness of the victims or of the operators of trains and motor coaches.

The statement has been made that the number of automobiles in L. A. County will reach the million mark during 1938. So the hazards of vehicular traffic interference will increase, rather than decrease.

Our cars, trains and motor coaches running on established routes and controlled schedules, their operation restricted to rules and speed regulations, and most important, are confined to definite routes, must follow such routes and may not vary therefrom. These transportation units are under a very definite control of rules and city ordinances. There is a too general tendency on the part of the autoist to ignore the observance of many laws enacted for his benefit.

Who, then, should safeguard those who do not, or will not, take precautions for their own safety or the safety of others? Manifestly, the organized and trained men must accept most of the responsibility and be constantly alert to guard against the many foolish practices that motorists are guilty of on the highways. We should remember that there is a tendency on the part of the large number of automobile drivers to think only of their own danger. Many of them think that if his ton and a half or two ton automobile can be stopped almost immediately to avoid a collision, the twenty and forty ton car can also be stopped immediately.

The crushed automobile, maimed occupants are the mute evidence that someone probably misjudged the stopping possibilities of the car and auto respectively.

Who, better than our Trainmen and Operators, who are aware of the perils of using the streets, can contribute more to needless loss of life and suffering through traffic accidents?

Let us not be guilty of contributing to the terrible toll. Remember, we are our brother's keeper.

### SAFETY ADVISORY COMMITTEE APPOINTED FOR JANUARY

The next meeting of the Trainmen's Safety Advisory Committee will be held January 28, 1938, in the Pacific Electric Club Rooms, commencing at 10 a.m.

Western District Terminal  
R. S. Nichols ..... West Hollywood

## Classification of November, 1937, Accidents

### TRAIN AND MOTOR COACH ACCIDENTS DURING NOVEMBER, 1937 COMPARED WITH NOVEMBER, 1936

| CLASSIFICATION:  | SYSTEM |      | Increase<br>or<br>Decrease | Percentage |
|--|--------|------|----------------------------|------------|
|  | 1937   | 1936 |                            |            |
| 1. Collisions with Pedestrians.....                                | 6      | 7    | 1 Dec.                     | 14.3%      |
| 2. Collisions at Railroad Crossings<br>(Other than Company's)..... | 0      | 2    | 2 Dec.                     | 100.0%     |
| 3. Collisions between cars of Company.....                         | 1      | 3    | 2 Dec.                     | 66.7%      |
| 4. Collisions with Vehicles and Animals.....                       | 146    | 162  | 16 Dec.                    | 9.9%       |
| 5. Derailments.....  | 6      | 3    | 3 Inc.                     | 100.0%     |
| 6. Equipment.....  | 1      | 1    | Same                       | .....      |
| 7. Boarding Cars.....  | 12     | 5    | 7 Inc.                     | 140.0%     |
| 8. Injuries on Cars (Not in Collision).....                        | 15     | 12   | 3 Inc.                     | 25.0%      |
| 9. Alighting from Cars.....  | 13     | 17   | 4 Dec.                     | 23.5%      |
| 10. Falling from Cars (Not purposely alighting).....               | 0      | 0    | Same                       | .....      |
| 11. Doors, Gates and Guard Rails.....                              | 7      | 11   | 4 Dec.                     | 36.9%      |
| 12. Ejections and Disturbances.....                                | 3      | 1    | 2 Inc.                     | 200.0%     |
| 13. Miscellaneous.....   | 0      | 5    | 5 Dec.                     | 100.0%     |
| 14. Total.....   | 210    | 229  | 19 Dec.                    | 8.3%       |
| 15. Employees.....   | 4      | 2    | 2 Inc.                     | 100.0%     |
| 16. Total Car Accidents.....                                       | 214    | 231  | 17 Dec.                    | 7.4%       |
| 17. Motor Coach Accidents.....                                     | 24     | 31   | 7 Dec.                     | 22.6%      |
| 18. Total Passenger Accidents.....                                 | 238    | 262  | 24 Dec.                    | 9.2%       |
| 19. Freight Accidents.....   | 9      | 14   | 5 Dec.                     | 35.7%      |
| 20. Total All Accidents.....                                       | 247    | 276  | 29 Dec.                    | 10.5%      |

29 Dec. = 10.5%

J. A. Dainard ..... Subway Terminal  
 H. G. Garrison ..... Ocean Park  
 C. L. Settle ..... Glendale  
 Northern District  
 F. J. Ryan ..... Macy Street  
 J. H. Baxter ..... Pasadena  
 F. Sauerwein ..... San Bernardino  
 Southern District  
 F. T. Steele ..... Long Beach  
 F. L. Newton ..... Los Angeles  
 F. H. Saltmarsh ..... Butte Street

This conference will be devoted to consideration of subjects relating to safety and our accident prevention problems, and we hope to have a program which will prove both of interest to you and of educational value, and in the meantime, let's think of safety.

#### ANALYSIS OF NOV. ACCIDENTS

During the month of November, 1937, there were recorded a total of 247 accidents involving passenger and freight train and motor coach service, segregated as follows:

|                 |       |     |
|-----------------|-------|-----|
| Passenger Train | ..... | 214 |
| Freight Train   | ..... | 9   |
| Motor Coach     | ..... | 24  |

The above was a decrease of 29, or 10.5 per cent, under November, 1936.

A decrease of 16 accidents was shown under collisions with vehicles, which was a good showing when consideration is given to the increased automobile traffic on the public streets.

Boarding and alighting accidents, we are sorry to note, showed a slight increase. The major part of the increase appearing under the item of "Boarding Cars". These mishaps usually prove painful to the victims and most costly to the Company, and every precaution possible should be taken by the man on the platform to avoid them.

Collisions with Vehicles involving our motor coach operation decreased six in November compared to the same month of 1936; while during the first eleven months this particular classification of accident has increased by 27 or 17.9 per cent over the same period of 1936.

A number of such accidents have been due to the motor coach operators turning from one lane of traffic into another in order to bring coach to proper loading zone, without assurance of absolute clearance, resulting in interference with automobiles passing in lane to the right.

## Know When--How to Apply Rule 290?

Be Careful Not to Pool Train Superiority in Movements  
 Against Opposing Trains. It Means Safety

In connection with single track operation when a train is unable to proceed against the right, or schedule, of an opposing train, and is unable to communicate with the Dispatcher, remember: **the safety of the train is of first importance**, and the rules prescribed should be carefully observed.

A proper application of Rule 273 will in most cases, permit certain trains to proceed. However, occasionally the application of Rule 290 is required, in which case it is imperative that we do not pool train superiority in movements against opposing trains.

From the time-table diagram and Train Order No. 9 below, it will be seen that No. 1 has overtaken Extra 27 at C with no means of communication with Dispatcher; and No. 2 and 4 have not arrived.

No. 1 is superior to No. 2, but inferior to No. 4, while Extra 27 is superior to No. 4, but inferior to No. 2.

Therefore, the principle of Rule 290 does not exist, i.e., neither train has authority to move against all oppos-

ing trains and to make the mistake of pooling the authority of No. 1 and Extra 27 to move against No. 2 and 4 may result in a serious accident, should No. 2 and 4 at D also pool authority to move against No. 1 and Extra 27.

Under the conditions as illustrated, all four trains would be tied up until No. 6 overtakes No. 2 and 4 at D, at which time the principle of Rule 290 does exist, because No. 6 is superior to all opposing trains, and No. 2 and 4 may precede No. 6 being governed by its authority.

#### TIME TABLE DIAGRAM

| Tr. 1    | Tr. 2 | Tr. 4 | Tr. 6 |
|----------|-------|-------|-------|
| Stations | 2nd   | Class |       |
| A.M.     |       | A.M.  | A.M.  |
| 8:50     | B     | 9:15  | 9:10  |
| 9:00     | C     | 9:05  | 9:00  |
|          |       | 8:55  |       |
| 9:10     | D     | 8:40  | 8:50  |
| 9:20     | E     | 8:30  | 8:40  |
|          |       | 9:30  |       |
| A.M.     |       | A.M.  | A.M.  |

Train Order No. 9 to Extra 27 at C: No. 4 meet Ex. 27 outbound at D. Complete 8:50 a.m.

## Why Safety First?

THE National Safety Council estimates that during 1936 the American people actually paid an "accident tax" amounting to \$3,700,000,000, or \$120 per second. That is what accidents cost us that year.

People were injured at the rate of one every nine seconds, and a death occurred in each five minutes of the year.

Persons injured by accidents totaled 10,730,000, of whom 400,000 suffered some permanent disability, and 111,000 persons were killed.

We present these compiled accident figures because they are emphatic evidence that we must make safety a definite part of every job.

We must put safety into the doing of every operation.

## SMOOTH STOPS AID SAFETY

Smooth stops are the result of proper braking, and are essential in preventing accidents.

To avoid rough stops, to gain time, and to handle train smoothly, it is necessary to adapt the brake pipe reduction, or application of brakes, to speed.

For example, for high speed, make a full application and graduate off when a short distance from the stop.

Make the application heavy, and soon enough, so that if held on the train would stop a car length or so short of the stop. Then, as the stop, or mark, is approached, graduate the pressure out of the brake cylinder so that little remains when stop is made, holding only enough to prevent drifting.

Schoolmistress: "I didn't have no fun at the seaside." How should I correct that, Tommy?"

Tommy: "Get a sweetheart, miss."

## Five Straight Months of Accident Reduction Show it CAN be Done

ANALYZING accident record data from July to November last inclusive, we find that there was a reduction in accidents each month. The total was 142 less than for the comparable months of 1936. These results are most commendable, and all train service employees contributing to this record are to be congratulated.

From this data we may rightfully conclude:

- (1) That through continued effort to make men think, human lives may be saved, much suffering averted, and needless expenditure in accident settlements largely eliminated.
- (2) That most all accidents are preventable.
- (3) That many of our Trainmen (not all yet) are becoming "accident conscious."

As evidenced, we have made considerable progress in recent months. But analysis of various accidents clearly indicates that a large number could have been avoided, if proper care and precaution had been taken.

The elimination of needless traffic accidents can become a reality only when each Trainman and Operator remains continually conscious of the various hazards that constantly lurk on our rails and highways. Singly we can do little; collectively, very much.

Money cannot replace human life, nor compensate for suffering. No one gains, even if the fault is not ours, or a merited claim is paid. No sums expended are ever so futile and hopelessly lost as those disbursed for accidents.

Trainmen are urged to think always of the precious loads of human life in their care. Let's think, and keep thinking of safety.

It's the human thing to do.

### HERE'S SAFETY FOR YOU

Volumes have been written about the safety of railroad travel but it has remained for a statistician of the Association of American Railroads to figure out that on the record of the last seven years, a passenger could have ridden continuously for nearly 5,000 years without meeting death from a train accident. In miles that means quite a distance—two and a half billion—or 100,000 times around the earth at the equator.

There are other safety records of which the statisticians of the AAR are proud. Due to improved safety appliances, the risk of railroad workers today is about one-fourth of what it was in 1923; accidents in freight and passenger service have dropped 70 per cent in the last fourteen years; and five times as many trespassers as employees on duty lose their lives in railroad accidents.

Railroad crossing accidents showed a 6 per cent increase in 1936 over the previous year, a tribute both to prosperity and carelessness on the part of motorists. However, as bad as this record was, it is 30 per cent below the peak year, 1928.

### Successful Safety Campaign Demands All Participate

ONE of the most important factors in the operation of railways is now, and probably always will be, the prevention of accidents.

For many years the railroads made a general fight against dangers and hazards which resulted in so many occupational accidents and deaths, then one by one the companies organized safety departments, and carried out more or less extensive programs of education and instruction.

Today, the safety movement as an essential feature of good relationship has so established itself in industry that it is difficult to imagine a backward step. Employees, individually and collectively, recognize more and more clearly the value of safety in their daily occupations, and have come to realize that the prevention of accidents is of economic importance to themselves, to other families and to their companies.

Accident prevention is a common ground on which employer and worker can meet with mutual understand-

ing of each other's motives and with profit to both.

There is no better example of the comparatively recent rapid change in the attitude of employers toward their men than the present practices and beliefs concerning accident prevention as compared with the practices and ideas of a decade or two ago.

During the earlier days, when steam transportation had attained national importance, standard operating rules were promulgated, having for their prime motive the conservation of life and property. Now we know that you cannot compel a conscience, and that success in safety depends more on education and leadership than merely upon rules, which are of course essential in every organization. More and more are we coming to realize that the hope of success in safety work lies in appealing to the instinct of self-preservation that is inherent in mankind—in other words, that safe practices must be made instinctive.

Those who have really studied the safety problem know that the prevention of accidents is a never-ending job. New methods must be introduced, otherwise the campaign will fade out.

The all-important thing in dealing with the larger number of train service and motor coach employees is to cause them to think of the thing they are doing while they are doing it. This is usually referred to as being safety-minded, or safety-conscious.

It is recognized that the human element is the most important factor with which we have to deal, and that at times there are distractions which cause employers to let their minds go in the wrong direction. This calls for continual reminding on the part of the supervising forces.

### HOW ABOUT FRONT TROLLEY?

Recently the front trolley of a car leaving Hill Street Station came loose and struck the trolley wire and the steel structure of the building, with the result of serious damage to trolleys and trolley wire; also causing serious interruption in the service, happening as it did during the afternoon peak of service.

To protect against recurrence only three thoughts are necessary.

1—Place the trolley fully under the hook.

2—See that the air is cut in.

3—Be sure that the trolley is not tripped.

Put safety into every operation!

**GOLF  
TENNIS  
FISHING  
HUNTING**

# SPORTS



**BASKETBALL  
BASEBALL  
BOWLING**

## LOS PATOS AND ITS NATIVES

Well, the duck season is almost over and a week to go on quail, as we pen these humble lines.

Our old friend B. F. has more than done his part on quail; but ducks, that's another story. A mad dash to Salton Sea, two days hunt, a mad dash home; net results: seven ducks.

And then "Dead-Eye" Smith and his trusty 12-gauge went forth for ducks. Local waters, Los Patos. Results: several alibis, no ducks, but he brings in a few quail.

And then we have another hunter in the making. Mr. Lloyd; he wants to hunt all the time and is doing well. Two or three limits of quail; but no ducks.

Then, there is old "Two-Gun" Coonie. He is the real hunter of the gang. But he failed to get his limit of pheasants every time out; he didn't get his limit of ducks all times out; but quail, he is just poison to them.

There's types and types of game-getters. This breed makes a mad dash to his lucky place above Bishop. Killed nine ducks in three days (he says) and then didn't give Long-line any of them. So Dashing Dave is again in trouble, as he most always is with some of the Los Patos gang.

We expect to make a trip some time soon with D. D. just to see first hand what he can do. On a trip fishing last summer he didn't do so much. But the boy tries, and he's young!

Mr. and Mrs. Radcliffe have moved back among us. Rad is retiring the first of the year and he expects to just fish and fish and fish!

Texas Lee has completed his cabin now and expects to take life easy for quite a while.

For family rug making see Alexander Paul; his hobby is knitting and rug making between rain and wind storms.

And several of our associate members, such as Bob Manley, Scott Braley, Jr., and Jerry Lawrence are trying duck hunting and have bagged several the last few weeks.

As Field Captain for 1938 I would like to see every son of a member

## Bancroft and His 1937 Staff of Officers Re-elected

THE regular monthly meeting held on Dec. 8th, 1937, marked the close of the 1937 and the beginning of the 1938 tournament season, informs Scribe



Skelton. Under the supervision of our worthy President, H. P. Bancroft and his staff of capable officers and committeemen, the Club has, in many ways, enjoyed one of the most successful years in its history.

General appreciation of this fact was shown at the election of officers for 1938. All the scheduled retiring officers were re-elected, except for the Executive Committee. There were twelve nominations, the five tallying the most votes being elected.

The roll call of officers for 1938 is as follows: H. P. Bancroft, President; W. G. Knoche, First Vice President; L. J. Bush, Second Vice President; F. B. Patterson, Financial Secretary; Arlie Skelton, Recording Secretary; C. G. Gonzalez, Treasurer, and A. V. Miller, D. E. Porter, B. F. Manley, J. W. May and L. L. Lloyd, Executive Committeemen

In addition to these elected officers there will be other committees and Field Captains appointed by the President at the January meeting.

with a 1938 Rod & Gun Club card. See that your dad gets this for you, as there will be lots of good prizes this year for you junior members.

At last, by elimination, Dave Porter has won five prize Croakers, and the sand stick will have to wait another year for him.

—Scott Braley.

Policeman: "What's the trouble, sonny?"

Sonny: "Please have you seen a lady without a little boy who looks like me?"

## BOWLERS IN SECOND ROUND

The fourth week of the Second Round in the Pacific Electric Bowling League was completed on December 17, and the league schedule calling for a two-weeks layoff, bowling was resumed on January 7.

The Engineers and West Hollywood each took three out of four from their opponents on the night of Dec. 17th, and thus strengthened their hold on the first two rungs of the ladder.

H. C. Brahm won weekly high series prize with a net score of 635, while A. Kirkbride took the weekly high game prize with a score of 231.

The "Easy Aces," Transportation Department team to you, have been observed sneaking over to the alleys on Wednesday night and they have given it out that it was for purpose of practice. However, we found out the other night that the Glendale Girls' Bowling League performs on that night and the question arises as to just what sort of practice the Aces are indulging in. At any rate, unless their score shows immediate improvement, a lot of embarrassing questions are liable to be put to the Transportation boys.

The games are attracting a lot of fans and if the attendance continues to increase it might be possible for some of the teams to organize their own rooting sections. Some of 'em need a little help and this might be an idea.

The Claim Department and the Freight Traffic teams each won four games, their victims being the Subway and the North Trainmen. These two teams are going to be very tough to handle from this time on and this is also true of the P. E. Club team, now in a tie for fourth place.

An old favorite, J. Gowanlock, still heads the list in the season's standings, closely followed by Welch from the Timekeeping Bureau; Ted Cuccia of the Signal Department, and Latimer, from West Hollywood.

Standings at the end of the fourth week, second round:

|                       | Won | Lost |
|-----------------------|-----|------|
| West Hollywood .....  | 32  | 12   |
| Engineers .....       | 31  | 13   |
| North .....           | 23  | 21   |
| Claim .....           | 21  | 23   |
| P. E. Club .....      | 21  | 23   |
| Freight Traffic ..... | 20  | 24   |
| Transportation .....  | 15  | 29   |
| Subway .....          | 13  | 31   |

—D. F. Houston.

**1937 PRIZE WINNER AWARDS  
SCHEDULED FOR JAN. 14**

At a special Committee meeting held in the Club Room Dec. 22nd, all records and registrations were checked and prize winners determined. The annual meeting and prize awarding will be held in the Club Theatre at 8 p. m., Friday, January 14th, 1938. There will be motion pictures and other entertainment on the program. Come early and bring your family and friends.

This year, as always, will find any number of sportsmen passing up many valuable prizes just because they failed to register "that small fish."

The Club goes to considerable expense to have registration cards printed and distributed to its many members, yet they can't seem to realize when their fish are small there are several prizes other than first prize and the other members may be catching small size too. Yours truly is no exception to this rule, but I have made a resolution for 1938. Any fish I catch and don't register will be caught out of the bait tank.

Thanks to the many friends I have made during my past year in office for their kindness and co-operation and for their confidence shown by my re-election for 1938. The work has been pleasant and I have really enjoyed it all.

I wish you all a Happy and Prosperous New Year and many good days of sports afield.

—Arlie Skelton,  
Recording Secretary.

**OFFICIALS PRESENT COLORS  
AT P. E. POST CEREMONY**

Our colors were presented to us by Company officials, and formally dedicated in the ball-room of the P. E. Club, Dec. 15th. Finance Officer Knoche, vocation Freight Traffic Manager, introduced the donors present at the colorful ceremonies. Among those officials were President O. A. Smith, H. O. Marler, S. A. Bishop, M. S. Wade, E. C. Johnson, E. L. Young and N. B. Vickrey.

Mr. Smith made the presentation speech, stating he was proud to have the American Legion connected with the P. E. organization. He praised the American Legion for the good work it is doing, especially in its Americanization program, and expressed the wish that he were eligible to be a member of our Post. He prom-

## New Wage Effects Insurance Deduction

### Increased Earnings Entitles Employees to Greater Amount of Insurance. Age Also a Factor

If your next pay check or two is a little shy of the amount you expect, here is some information that may be the cause, and which will save you the trouble of looking it up, and also the time of office forces to assist you in doing so:

The table below shows the amount of group insurance you will have in effect for the year beginning Jan. 1st, 1938, according to the range of pay within which your earnings for 1937, or salary change groups you; also, you will note that the amount of the employee's contribution for insurance changes as he or she enter the 40, 50 and 60 year group:

| Range of<br>Annual Pay      | Amount of<br>Insurance | Employees' Monthly Contributions<br>for Ages Stated |                   |                   |                      |
|-----------------------------|------------------------|---|-------------------|-------------------|----------------------|
|                             |                        | Under<br>40 Years                                   | 40 to<br>49 Years | 50 to<br>59 Years | 60 Years<br>and over |
| Less than \$1,000 .....     | \$ 800                 | \$0.48  | \$0.64            | \$0.80            | \$0.96               |
| \$1,000 to 1,399, inc. .... | 1,200                  | 0.72  | 0.96              | 1.20              | 1.44                 |
| 1,400 to 1,799, inc. ....   | 1,600                  | 0.96  | 1.28              | 1.60              | 1.92                 |
| 1,800 to 2,199, inc. ....   | 2,000                  | 1.20  | 1.60              | 2.00              | 2.40                 |
| 2,200 to 2,599, inc. ....   | 2,400                  | 1.44  | 1.92              | 2.40              | 2.88                 |
| 2,600 to 2,999, inc. ....   | 2,800                  | 1.68  | 2.24              | 2.80              | 3.36                 |
| 3,000 to 3,399, inc. ....   | 3,200                  | 1.92  | 2.56              | 3.20              | 3.84                 |
| 3,400 and over .....        | 3,500                  | 2.10  | 2.80              | 3.50              | 4.20                 |

of 40, 50 or 60, in which case the premium is greater.

Too, your new wage or 1937 earning may place you in a new group that calls for an additional 25c deduction for hospital dues. For your current information hospital deductions are made as follows:

|                      |        |
|----------------------|--------|
| Up to \$125 .....    | \$1.00 |
| \$125 to \$200 ..... | 1.25   |
| Over \$200.....      | 1.50   |

New certificates showing the revised amount of insurance will be issued as soon as possible and sent to department heads for delivery to employees.

Inasmuch as a large number of employees received wage increases last year that will automatically give them a larger amount of insurance in 1938, the deduction therefor will be a little higher. Also there will be another considerable group of employees, who, during the past year reached the ages

ised to co-operate in every way possible. Concluding, he hoped the Post would get as much pleasure out of the use of the colors as the donors did in presenting them to us.

Commander Brainard introduced Dr. John R. Lechner, Americanization chairman of the Los Angeles County Council, who made the dedication speech. He said that the red in our flag stands for Courage; the white for Liberty and Purity, and the blue stands for Loyalty. Our government serves the will of the majority of the people, and this is the only nation with freedom of assembly, speech and religion, the speaker told the assembly.

The Inglewood Ritual Drill Team handled our colors during the dedication and initiated new members of our own and Florence Post. Harry

Defty, Junior Past Commander, 23rd District, presided over the initiation ceremonies.

Other highlights of the meeting were brief speeches made by H. O. Marler and N. B. Vickrey, Club Manager. Mr. Marler, incidentally, is a member of the 91st Division Post. If we may be permitted the suggestion we know others join us in the wish that Mr. Marler would transfer to the P. E. Post. An application so to do awaits his signature.

Other 23rd District officials included Vice Commander Clarence Benjamin, and Sergeant-at-arms Walter Johnson. There was a delegation from Florence Post, one from Watts Post, and another from the L. A. Railway Post, which included Commander Leasman and Adjutant and Scribe Manning. Also Commander J. S. McKellar of El Segundo Post, Past Commander West of Ben Bowie Post, and many others too numerous to mention.

—JAS. E. DAVIS,  
Post Scribe.

He: "Sweetheart, I love you terribly."

She: "You certainly do."

**Fare Increase Applied For**  
(Continued from Page 3)

Electric Railway commutation rates, provide that the Monthly Pass and the Sunday Pass will be discontinued; that the 60-ride commutation tickets and 46-ride school commutation tickets will be discontinued on the Los Angeles-Glendale-Burbank Lines; that the 10-ride commutation ticket between Los Angeles and Santa Monica-Ocean Park-Venice-Playa Del Rey, in effect on trial basis, be increased to \$1.75; that 30-ride commutation tickets between Los Angeles and points where the present one-way fare is 15c, 20c or 25c be discontinued.

Motor Transit Company fares are proposed to likewise be increased basically 10 per cent, except that the minimum one-way fare would be 7c and there would be no change in the Sunland Line fares of 10c one-way or 20c round-trip and over. The application also provides that the present 30-ride ticket between Los Angeles and Glendale be discontinued, as well as the discontinuance of all 30-ride school tickets for students under 12 years of age.

No change is proposed in fares of the Los Angeles Motor Coach Company, except in the following instances:

The 10-ride ticket between Los Angeles and Beverly Hills (Whittier Drive) would be increased to \$1.40. The monthly pass between Los Angeles and Santa Monica would be discontinued. The minimum fare on the Silver Lake Line, Vermont-Glendale-Riverside Drive Line and Olympic Boulevard-Third Street Line would be 7c. The 50c one-way and 90c round-trip fares, applying between Hollywood and Wilmington, Long Beach or San Pedro on the Hollywood-Long Beach-San Pedro Motor Coach Line would be increased to 54c and 97c respectively.

In cases where joint fares are now published, involving Pacific Electric Railway and/or Motor Transit Company, the application for fare adjustment provides that these joint fares will be equalized so as to correspond with other fare changes.

The last major fare adjustment on Pacific Electric was in 1928, at which time one-way and round-trip fares were very drastically reduced in an endeavor to stimulate travel. This adjustment was followed in 1929 with a comparatively small readjustment of some of the fares which had been placed in effect in 1928.

**Jackson New Masonic Chief**

Gracing the President's rostrum of the P. E. Masonic Club for the coming year will be none other than the esteemed John Jackson, Line Storeman at Torrance, who last month was honored and justly rewarded by election to the ranking executive post.

A veteran in our Masonic ranks, Mr. Jackson has served, and well, in each of the Vice Presidency posts, as

well as long been a member of the degree team. His broad experience, combined with his native enthusiasm to aggressively carry through any task assigned him, assures a capable direction of meeting and many special events scheduled for the coming year.

Also honored at last month's election were the following worthies who will serve during 1938 in the executive posts named:

J. E. Douglas, 1st Vice President; O. B. Briggs, 2nd Vice President; R. R. Wilson, 3rd Vice President; H. G. McDonald, Treasurer, and E. J. A. Hasenjager.

The Installation of Officers, scheduled for January 19th, will see the new executives in charge and will be under way the 18th year of the P. E. Masonic Club, who may be proud of its 500 membership and the truly traditional manner it has carried on throughout the years.

**WITH AGENTS ON THE NORTH**

Oranges started to move well about Christmas day, some two weeks later than usual. Despite heavy winds, which shook off considerable fruit, especially grape fruit, there are indications for a good crop and larger fruit. Prices are not up to expectations. Everyone is prepared for the villain, Jack Frost, should he make a visit.

Asst. Agent, John Tate, Upland, reports that shipment of cut flowers from Upland during this Christmas reached an all-time high. Some 1500 cartons of "mums" and heather was moved, mostly to the Atlantic sea-

**English Query Answers**

- Two cupfuls of coffee.
- The car doesn't run well.
- Provided I have the money.
- Mine is different from yours.
- It looks as if it were going to rain.
- Each of us had his money's worth.
- Whoever you send will do.
- Does either of you know?
- We shall be glad.
- That will prevent his going.
- The jury were unable to agree.
- Mary, and her brother, too, is going.
- The data are wrong.
- It is you, and not I, who are wrong.

in-QUIRE-e, pre-SEE-dence, al-LIES, a-DULT, va-GARE-ry, EKSS quis-it, grim-ACE, GON-do-la, KOM-bat-iv, dis-CHARGE, mu-ZEE-um, ar-gu-MEN-ta-tiv, pre-TENSE, KON-ver-sant, fi-NANCE, HOS-pita-bl, al-BU-men.

board on the daily iced express, Santa Fe Train 8, fast mail.

It used to be pretty well known that it was difficult to win an Agent's attendance contest from the north. In fact, we won some eight or nine of those famous free banquets in a row. But things don't look so bright with the transfer of C. J. Hileman to Compton; one of our mainstays, and we may not fare so well.

Russell Corey, Relief Agent, Riverside, has been filling C. J.'s place. Russ has been busy trotting around the line from Alta Loma to Monrovia, then to Claremont.

Harry Wright, for 16 years Agent at Alta Loma, is now perched at his old home roost in Upland. Harry started P. E. work there under the able tutelage of our good friend, Cleo Moser, when he was Agent at that point. Cleo is now with the Southern Pacific at Los Angeles.

Your correspondent is at the two Stations of Alta Loma and Etiwanda. "I gotta job;" don't let anyone tell you differently. When you follow a man like Harry Wright into his own town you have to step. He did about everything, from being husband to the Postmistress, to being Number 1 Fire Chief.

Gus Stemple, Agent at Fontana, has been east to visit folks and see how's farming. "He bane comes from Minnesota." Gus is really planning some

day on retiring. He has had some fine railroad experiences with the C. & N. W. east and the Pacific Electric Ry. Co. since 1921.

Haven't heard much from the following men of late, but want to mention them. Gordon Gould, the rustling, hustling Agent for P. E. and P. M. T. at Riverside—known far and near as the best soliciter on the Northern Division. George Brown, Agent, Highland, has been on the job since 1927.

He has one of the finest orange territories to work in of any Agent on the Northern Division, and believe me he lets no grass grow under his feet.

Agent O. J. Hamble now has the job of Sub-Station Operator, as well as handling the Agency work at Rialto. He has been on the job at that point for many years. Because of the handling of the work there he has been unable to attend Agent's meeting of late years.

Bailey Burch is still at Corona having gone there in 1930 after leaving Etiwanda. When you want to know anything concerning American Legion ask Bailey. This Agency at Corona has many disadvantages—no P. E. car service, only Freight. Has Motor Transit. No express, because it is handled by Agent Menefee of the Motor Transit. And the Santa Fe has some six or seven men at their office.

This improved Box Motor Service, placed in effect by our good friend T. L. Wagenbach, has been helping a lot. Gives faster service, more frequently and has eliminated a good many errors at the receiving end.

It keeps our General Agent Jones stepping to keep the work going in his new job. Even at that he can get there in a hurry and help the boys out of trouble if only attention is called to it.

—Herbert C. Hall,  
Northern Dist. Agent Scribe.

Lady (looking at portrait): "But you have not made my husband look very intelligent."

Artist (looking at husband): "Madam, I am an artist, not a plastic surgeon."

Pessimist: "Cheerful! How can I be cheerful when every bone in my body aches?"

Optimist: "Well, you might at least be thankful that you are not a herring!"

## JANUARY CLUB BULLETIN

### Thursday, Jan. 6th:

Afternoon Card Party of P. E. Women's Club—1:30 p. m.

### Friday, Jan. 7th:

P. E. Bowling League games at Glendale Recreation Center, Maple and Brand Blvd., Glendale. Games start at 8:00 p. m.

### Saturday, Jan. 8th:

P. E. Agent's Assn., regular monthly meeting, 7:45 p. m.

### Tuesday, Jan. 11th:

Regular semi-monthly meeting P. E. American Legion Post—8:00 p. m.

### Thursday, Jan. 13th:

Afternoon meeting of the P. E. Women's Club; fine entertainment program—1:30 p. m.

### Friday, Jan. 14th:

P. E. bowling league, Glendale Recreation Center—8:00 p. m.

Awarding of 1937 prizes, P. E. Rod & Gun Club—8:00 p. m.

### Wednesday, Jan. 19th:

Installation of new officers P. E. Mason Club—8:00 p. m.

### Thursday, Jan. 20th:

Afternoon Card Party, P. E. Women's Club—1:30 p. m.

### Friday, Jan. 21st:

Regular monthly P. E. Club Dance in ballroom. Music by Flo Kendrick and her seven piece orchestra. Dancing from 8:30 to 11:30 p. m.

P. E. Bowling League games at Glendale Recreation Center—8:00 p. m.

### Tuesday, Jan. 25th:

Regular semi-monthly P. E. American Legion Post meeting—8:00 p. m.

### Friday, Jan. 28th:

Safety Advisory Committee meeting, beginning at 10:00 a. m.

P. E. Bowling League games at Glendale Recreation Center—8:00 p. m.

### Thursday, Feb. 3rd:

P. E. Women's Club afternoon card party—1:30 p. m.

### Friday, Feb. 4th:

Bowling League games at Glendale Recreation Center—8:00 p. m.

### Tuesday, Feb. 8th:

Regular semi-monthly meeting P. E. American Legion Post—8:00 p. m.

### Wednesday, Feb. 9th:

Regular monthly meeting P. E. Rod & Gun Club—7:45 p. m.

She: "Why in the world did women ever take up knitting anyway?"

He: "To give them something to think about while they talk."

## WOMEN'S CLUB YULE PARTY AND BAZAAR OUTSTANDING

The Women's Club held their Annual Bazaar on the 9th and 10th of December, and as usual, it rained. If anyone wants moisture a little earlier in the season it might be well to get in touch with the Women's organization.

The affair, under the leadership of Mrs. Wm. Smart, realized over two hundred dollars from the different booths and sale of tickets on the floor lamp, which incidently, was won by W. H. Mundhenk of the Passenger Traffic Department.

The women were all in high spirits over the financial success of the bazaar and were happy to express their appreciation and gratitude through the Magazine to all the employees who helped make it so.

The Christmas Party held December 16th and with Mrs. Santa Claus Hart in charge, was a very happy Yuletide event.

President Mrs. Murphy willingly eliminated all but necessary business and then the members were invited to listen in to a little informal Club gathering of the Clan from San Bernardino. Scandals and gossip? No, you're wrong, there it was just a group of tired women longing for an old-fashioned Christmas with less tinsel and commercialism, and they had it. Mrs. Stevens read the story of the Christ child; there were piano solos, trios and group singing of the ever lovely carols, and then to complete the happy program, Mrs. Herbin gave the old familiar "It was the night before Christmas and all through the house." Given in such a "ghostly" voice, three of our young guests nearly fell off their chairs.

Then Santa Claus distributed "her" gifts and with a half hour social chat over the tea table, a perfect Christmas Party came to an end.

Everybody is glad to welcome home Mrs. Frank Miller, just returned from a trip through the Canal to New York. We understand her better-half made part of the trip by rail.

The first meeting for 1938 will be held Thursday, January 13th. A splendid program has been arranged and we hope all will remember the date.

—Mrs. Lon Bishop.



BY OUR  
CORRESPONDENTS

## OF THE PACIFIC ELECTRIC AND MOTOR TRANSIT FAMILY



### WEST HOLLYWOOD

By G. R. Stevens

Christmas is over, but what a merry one it was for the boys at West Hollywood, and their families, thanks to a timely check that arrived in the nick of time. We may have had better Christmases, but we can't remember when. Happy smiles were everywhere, not because of ourselves, but rather because we could and did do for our families as we always would like to do. We wish all employees the happiest New Year yet.

L. W. Capps, R. B. Hooper and G. H. Shoun have been quail hunting the past two Sundays. We have seen no evidence of a single quail.

A late vacation is being enjoyed by Condr. A. W. Wise, who has taken two weeks off for a trip back to Missouri.

We note our terminal has been doing okeh in the way of sports. West Hollywood topped the Engineers in the first round of the Bowling team series.

Conductor V. B. Bonham, formerly of West Hollywood, now lives in San Gabriel, and works a night run on Edendale line. Tells us that he spends his spare time on his half acre and enjoys it.

Condr. Schroeder is happy again. His wife and family arrived home after a visit east.

We are sorry to report that Condr. W. C. Lambert is still on the sick list. Hope to see him fully recovered soon and his old self again.

Several more of the boys are on the sick list and a speedy recovery is our wish. They are: Conductors C. S. Brooks, W. D. Gordon; Motormen R. Honich, F. B. Cutler, C. B. Ogden, M. F. Bidwell and G. C. Burkhardt.

### ENGINEERING DEPARTMENT

By V. P. Labbe

Sarah Shipman has adopted 2 Horstense and Oscar are their names.

Robert MacRay is soon to leave for South America, where he has accepted a position with the Shell Oil Co. Well, Mac, here's lots of luck and hope you succeed from all of us.

What has Al Smith done with his large supply of nuts?

Gustave Roberts has resurrected an old clock which was in a fire in 1908. Think of it—he repaired the relic so it runs and installed it in a corner of the Valuation Dept. All it needs now

to complete the job is a cuckoo. Any one having a spare please contact Roberts.

We all hope for Fred Linne's wife's continued improvement and complete recovery. Learn she was home for Christmas. What a thrill for Linne.

Bill Baxter gave some fine pencils this year, and thanks Bill, I know everyone enjoyed them.

Walter White would like to receive a cigar that will stay lit permanently.

Frank Brown is feeling fine these days after all the X-rays, etc. Believe they found a picture of Mission Road—but after all, not of Firestone.

Anyone wishing to get the "low down" on Social Security and Agreements see George McClure.

Not a word from Charles Thompson about little Tommy, except the latest pictures of his son. And what a picture.

To Ray Cragin about taking this column and I taking his to enable writing about Ruth Batsch: Just fix up a requisition and transfer Ruth over to our department and we'll put her in circulation.

Our kindest regards to Volney Radcliffe, who retires to peace and joy and many happy years. Lots of luck, Rad.

Was Ed Hasenyager lucky or just good at bowling? Won a turkey, money, etc. Ed is good; look up his scores.

Gene Fogarty is certainly wearing the latest in beanies.

Maye Bredensteiner all dolled up; becoming, too.

A. H. Hildebrandt—same old cigars.

E. Havward—in a glass cage.

Russell Schaefer—dressed for winter with the temperature 99.

Harold Miller—no more angelicas.

Fred Bixenstein—one wreck and then lumbago.

Ruth Batsch—looking for a hand car.

Evelyn Welch—in a dashing sweater.

Oliver—not present at Los Patos Thanksgiving Day.

Red Quirmbach—riding the mail car looking for trouble.

Dick Searing—now a coat in place of the brown sweater.

### 6TH & MAIN TERMINAL

Leo E. Goodman

Traffic Officer Elza V. Stockton, after being off for some 10 months, is back on the job. Mr. Stockton was injured when the shack at Slauson Ave. was wrecked by an auto.

Dispatcher L. H. Covell is still convalescing after an operation at the California Luthern Hospital. He expects to return to work in January. Lloyd has been most unfortunate in his several illnesses. Here's to complete and lasting good health.

Conductor E. P. Thayer is at work after an operation for appendicitis. James W. McCowen is away on a sick leave. Our best to them in their misfortune.

Frank S. Burt wants to know why there are no taxicabs available when he wants one in a hurry.

Retired Conductor M. E. Grammes paid L. A. St. Terminal a visit recently. Stated his pension comes regularly and he is enjoying good health. May it always be so.

And our good friend Dan Terry came strolling into the Terminal Office at 6th and Main Sts. the other day looking for some of the old

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timers to visit with. Come more often, Dan.

Motorman Geo. W. Myers of Redondo retired in December after serving the Company faithfully since December, 1899. We wish you health and comfort, and many happy years, George.

Conductor F. W. Auforth retired on the last day of December, 1937. He started service in October, 1917, and he can be proud of his record these last twenty years. We hope he enjoys his leisure and lots of health for many years to come.

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**GLENDALE DISTRICT**  
By C. L. Settle

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Hoping you all had an enjoyable Christmas and that the New Year will be the best you have known.

Motorman Ed Craig has returned to work after a ten months leave of absence, during which he improved his desert homestead. Ed claims that he also taught the jack rabbits out there to pull a plow.

On Dec. 1st, George Malhoit had the misfortune to break a finger while closing a window.

Discovered! The reason why H. D. Shannup talks so much in the Train men's room. Can't do same at home.

Mrs. C. H. Michaels suffered a severe hip injury in her home a few days before Christmas, so her celebrating will be done on the inside looking out, but not for long, we hope.

If you are interested in the orange market, don't bother to look it up, but just ask our (Orange Baron) B. C. McCamy, and he will give you the quotations forward and backward.

Warning! To all the large Studios and Newsreel Companies, K. W. Bauersfeld is now the legal and rightful owner of an 8 Millimeter Movie Camera, and by his own admission, he will show us all a thing or two.

Our Jigger Operator, R. R. Stubbs, is a real Stamp Collector, having more than 10,000 stamps from 355 countries in his collection. Stop in at his home some time and have a look-see.

Loyd V. Nelson recorded a song and sent it to his mother for Christmas. A real present as any one will testify who has heard Loyd sing.

G. L. Hall is contemplating starting a school of instruction with our night Assistant Trainmaster E. E. Jarvis as his first student. Subject, Battery Knock.

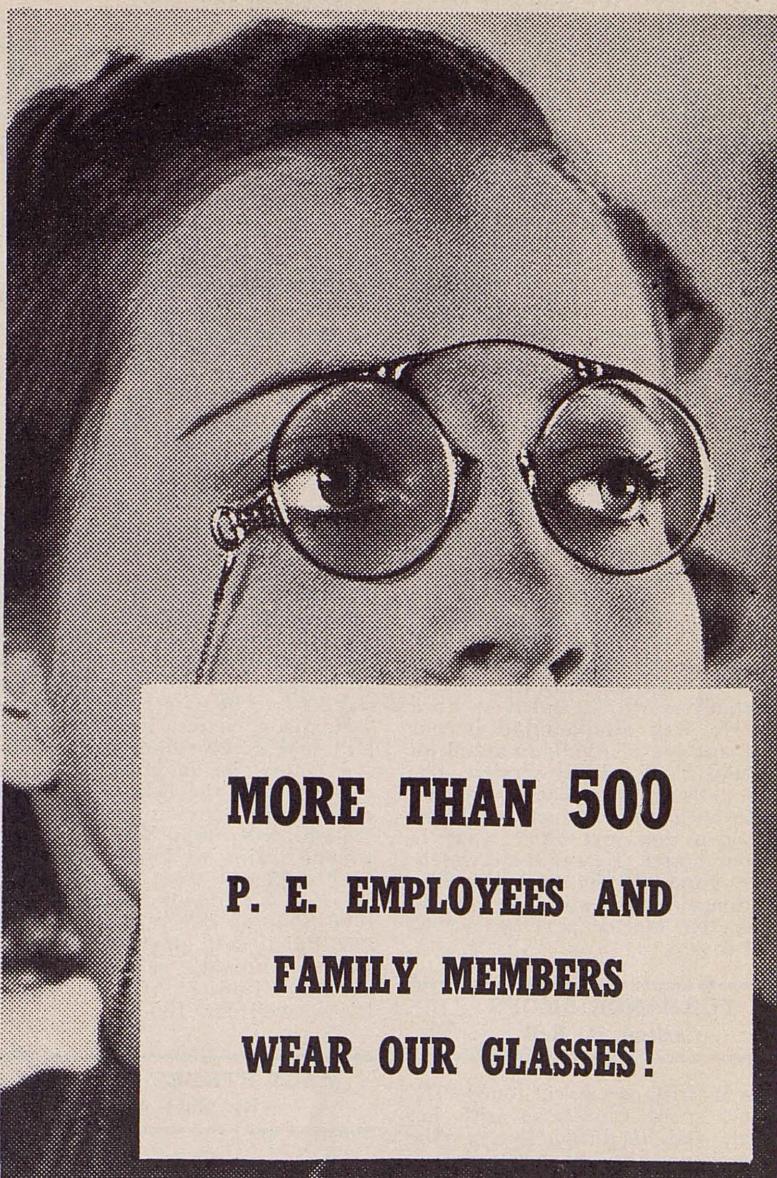
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**SOUTHERN DISTRICT FREIGHT**  
R. C. Vanderpool

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It seems that every time P. V. Campbell gets a chance, he bids back on 927. Some of the boys would like to know what prompts him to do this. It surely isn't the hours that he likes, so it must be Smokey's wonderful personality.

If you get near 8th St. Yards and you feel in the need of nourishment, ask Tom Murphy to take you to a



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restaurant. Bob Beal has been leading Tom astray. We wouldn't think that you would do such a thing, Bob.

L. A. Cole got himself a pass and a leave of absence and has left us again for a visit with his mother on the old homestead in Iron, Tenn.

There are a lot of mighty hunters on the P. E., but when it comes to rabbit hunting, L. B. Buchanan and K. Bordelon have them all backed off the map. Recently on an all-day hunt near Lancaster, fellow hunters and some few rabbits received an awful surprise from flying shot. The only casualties were four rabbits and Bordelon. Buck walked Bordelon so far that he got bow-legged, but he insists that it was only from carrying a heavy 20-gauge shot gun. Jealous fellow workers have it that the rabbits they did bring home bore no marks of shot, that they were so old and feeble they couldn't get away and that they just laid down and died of fright.

When the back pay-checks were handed out, one G. Preece was seen wandering up the track muttering to himself something about Top Row.

A recent visitor to the East and now back on the job again is "Tink" Mallory. "Tink" made it all the way to Washington, D. C., and New York City. He was disappointed in our Capitol and doesn't think an awful lot of the New York subway service. The way he tells it, was that he got on the subway a way out and when the doors open you just don't want to drop your crutch. He sat there watching the stops go by and when he finally made up his mind to get off, he was ten blocks past where he wanted to go.

#### TORRANCE SHOPS

Carlton B. Bell

Alma Merritt, our dulcet toned PBX operator, spent Christmas with her son Dale and his bride, Betty. She reports Santa brought her a lot of things she wanted.

Carl Bonney, Air Brake Machinist, is a granddad. The event occurring in the family of his son Phil, on November 29th. Phil, we are informed, is a brakeman on the Union Pacific system.

Sam Humer, Armature Winder, suffered a painful injury while crossing a street in Huntington Park. He was struck by a passing automobile and is nursing a broken arm.

We are informed that Howard Clark and his charming young spouse are ardent swimmers in the summer and now are developing considerable speed in tennis during the winter months.

Burt Collins, Electrical Machinist, does not believe in the old adage "if wishes were horses, the coachman could ride." He is a collector of wish bones and has on display on the wall back of his bench a considerable variety, from those no bigger than a Y to one measuring some four inches across.

Konrad Oefinger reports bagging several limits of quail in the hills

back of Arlington. Maybe so, but we haven't seen any.

There is a very refreshing young man employed in the Air-Control Shop who spends his spare money for hay instead of gasoline. He is an ardent horseman and enjoys a considerable reputation as a bronco buster. One will look far for a better companion than a good horse.

Eric Graf, Auto Machinist, is convalescing from an attack of appendicitis. He is reported doing very nicely and expects to be back to work early in January.

William Chapman, Machinist, is off on sick leave.

George Jenkins, Blacksmith Shop, is spending the Holidays in Guadaluja, with Mrs. Jenkins, of course.

George Bailey spent Christmas with his family near Sacramento.

Ralph Howe has returned from an extended trip East, visiting old friends and his eastern relatives.

It is rumored that Fred Hansen, one time Blacksmith at Torrance, but for a number of years a real estate operator in Torrance, is about to become a grand-daddy.

Lewis H. Smith, Carpenter, is off on sick leave. It is reported that his condition is serious and his friends should stand by to be of service if needed.

Harrison Slater, we found in the Mill, making up trolley slings. Harrison claims he is going to stage a come back in the 1938 picnic baseball game. He states there is a lot in the old wing that will be found by anyone trying to knock a home run next summer.

James O'Connor, Leader in the Pine Shop, is riding around in a new 1938 Buick, with all the latest gadgets, such as automatic gear shift, etc., and is he proud of it? After all, why not? It's a swell car, Jim.

#### MACY STREET TERMINAL

By Chet Collins

After a fine holiday season we are all ready to start the new year in good spirits. May it bring happiness and prosperity to everyone.

A swollen creek during the rain early in December caused an earthfill to wash out at Chappel St. in Alhambra, necessitating a shuttle service from this point to Temple City. Through service was continued as quickly as possible, but the new construction has been delayed by additional rains, and it will be some time before the entire street is again in service.

The Christmas season was very good to us all, judging from the pleased appearances we saw Dec. 25th. Mrs. Morganella received a beautiful French bull pup in her Christmas stocking, and is deriving much pleasure from him.

We were sorry to hear that E. O. Holt was stricken ill on Nov. 28th and was taken to the hospital where an operation was deemed necessary. We are happy to see him again back at work.

W. H. Potter was injured in an automobile accident early in December and is expected back at work soon. We hope for a complete recovery, quickly.

V. A. Light had the misfortune to hurt his arm and finger December 4th and has been convalescing since. Will return to duty early in January.

Lee Bashore has returned to work after finishing a break-in period in the Terminal Foreman's office and the Dispatcher's office. We welcome him back, and wish him the best of success.

L. L. Brown has returned to work and is helping out during the Santa Anita season, which has opened and is attracting more attendance than ever.

A. R. Butler went on leave Dec. 14th and has gone to Washington and Oregon for a vacation trip.

F. L. Grable was called to Wichita, Kansas, Nov. 28th to Dec. 6th, on account of the death of his wife's brother. We extend our sincere sympathy to them in their loss.

Also we extend our sincere sympathy to the family of C. W. Kenner from the Southern Division, who was killed in an accident near Macy, Dec. 16th.

#### PURCHASING DEPARTMENT

By Ray Cragin

Well, here we are right at the start of a New Year and everyone seems to have a look of satisfaction on their faces, so we assume they did well over the holidays and their New Year's resolutions are still unbroken.

Earl McCall says he has a new

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record to break. In 1937 he registered a 31-inch trout, only to be tied and then lose the first prize on a draw. This year he is going after one that you can measure by the foot and not inches.

Miss Ruth Batsch says she did very well at Christmas, and from what we can learn she might give the Spinster Club a shock any time. She has a new "Hope Chest" and is doing very well in getting it filled.

James Livermore and family climbed aboard the choo choo a few days before Christmas and hit for Toronto, his home town. Jimmy says



this is a good time of year to go and see what Dad and Mother are doing.

The following news comes from Torrance:

"Sleepy" Winterburg, he was known in those days, that is, the ten days that preceded Christmas. The sleepiness was caused by breaking in little Franklin's electric train so it would run good on Christmas day.

Little Miss Joan Strosnider, daughter of Orville, our big lumber man, is telling all the little folks in her neighborhood about Santa Claus. On Christmas day she was entertained at a children's party aboard the U.S. Relief. Lots of good things to eat and presents for little girls were passed out and she returned home very happy.

Bill Nicolay is now a man. On December 19th he reached his majority. Bill says the only fault of a birthday this time of year, your friends work that two in one on you. Even his lady friends. On the 19th he received the uppers of a pair of pajamas and had to wait until the 25th for the lowers, and "them nights" were cold.

Ted Sorenson made a hurry-up trip to Idaho Falls to attend the funeral of his wife's sister, Mrs. Audry Burrup, who died suddenly. Ted left on the 20th and returned Christmas eve.

Verle Peck spent Christmas at Ojai. His young lady friend gave him a pair of pajamas and a watch. Verle should always be to bed on time and sleep well.

The latest thing in Torrance is the VOW Club, composed of three members of the Store: J. Vander Zee, B. Ordway and T. Wilkes. The reason for forming the club is that they all received new pipes for Christmas.

Their slogan is, "Watch Our Smoke Get in Your Eyes".

Others receiving Christmas presents: Cliff Rupple a shaving set; hardly knows how to take it; he thinks that someone might be suggesting that he cut off that mustache. John Jackson came to work with a big smile held up by a new tie. Cap Gun Kitto says it is in the bag. Evidently Santa missed his or he got bag and all. Eddie Reiber says he has lost faith in Santa Claus, but after thinking it over, says he is willing to give him another try.

Royce Robertson says he received two turkeys and one pair of socks. Bill Jolley a pair of pajamas, that is the third pair; and August Zurborg, well, August says being a volunteer fireman he received a good old-fashioned night shirt. These pajamas take too long to get off when the alarm rings.

E. W. Lock would not talk about presents but held up his part with a ruby complexion due to the cold nights of Torrance.

Miss A. Barrett received another horse as a Christmas present from Mr. Ordway and so now has a stable and calls it the A B C, the "C" standing for the good old town of Compton.

What do you think of a man who carried home a bundle of waste and shellac and thought it was a turkey? There is a man at West Hollywood who did that and he came to work the next day with shellac sandwiches and boy, did Charlie Wakefield laugh at this man.

#### OCEAN PARK CAR HOUSE By J. H. Robertson

The main news for this issue is the back pay-check, which we received on the 20th. This was greatly appreciated and helped to make this the best Christmas we have ever had at Ocean Park. We wish to thank the management for issuing the checks in time of the greatest need.

Our baseball team was supposed to have played the Fox Film Studio players on December 19th, but the foxes are in their holes for the winter, so instead we met Ken Frazier's "Kitchen Sinks," whom we took to the cleaners by the score of 15 to 11. The star of the day was A. B. Owens, who knocked a sizzling home run when it was most needed. He ran the bases like a jack rabbit, his cap couldn't keep up with him. He is now on a vacation in Texas to see his mother

and do a little hunting. Suppose he will tell them how he saved the day for the "hot shots."

Conductor Ludvigson was mistaken for a "Bull" in an argument with his matador neighbor and received a knife wound on his left side, but due to his brown and hard ribs it was not as serious as it might have been. Glad you are getting better Ruben; also not so sorry your opponent is still in bed.

Warning is being put out by Jerry Meyers to not let his daughter get a hold of your finger, because she has two sharp pearl teeth and is he proud. Why not? She was a vest pocket size when born. All are glad she is doing so well.

Trade—anyone having a spare girl notify J. E. Robertson at once. He has a brand new boy he will trade for one. The little fellow was born Nov. 29th at the California Lutheran Hospital. Mother and baby are doing well and we extend congratulations to the family.

The Ocean Park Car Men's wives have named their club the Ralettes. This name was chosen from all the names suggested. It was originated by Mrs. Bennett; very appropriate, too. They held a special night meeting for all those not being able to attend the day one. Nine new members joined. The officers of their club are: Mrs. Jarvis, President; Mrs. Walker, Secretary, and Mrs. J. E. Robertson, Treasurer. The Club had a social gathering for both husbands and wives December 3rd. The evening was spent playing bunco and pinochle and all spent a very enjoyable evening. These social meetings are to be held once a month.

Conductor (Alibi) Doherty is still pulling strange tricks. He goes to Hill Street and signs up in the big book for run 104. Why he doesn't sign up in Ocean Park is his alibi. Anyway the people are getting a break in Hollywood, so Jim says.

If you want the low down on the races at Santa Anita see George Rice; he knows horse flesh by the first glance. He dreams of a race, then he tells you which horse will win. He

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P. E. SERVICE

Morris Notrica, Mgr.

has more racing stories than the library has fairy books.

Gentlemen: Here is an appeal to those who drive to work at Ocean Park Car House. Please, when you park your car on the lot, use as little space for yourself as possible; give thought to the fellow that will be coming later. He doesn't want to leave his car in the street any more than you do. We have seen many cars parked where two cars could have been if only some one had been thinking of the other fellow.

**MOTOR TRANSIT COMPANY**  
By M. J. Creamer

We're hoping that every one had a real Merry Christmas and enjoyed the holidays! Motor Transit enjoyed an increase in local business over the holidays. Really "dished" out some tickets and the depot was crammed like days that "used to be."

Just got back from a 2500-mile trip via Greyhound. Had a dandy trip, seeing the tall timber of Oregon and Washington, snow-capped Mt. Shasta and Mt. Rainier, and visiting the folks. We'll have to hand it to the busses for getting passengers through. The heavy storm, recent rains, and the overflow of the Sacramento River grounded planes and stranded trains. The four-wheel came to the rescue. "Never to old to learn to truck," remarked one elderly and very plump lady when we had to pile out of the bus, toting bag and baggage and "truckin'" through a marsh several inches deep in mud, thence down a railroad track, where a school bus, ordered in the emergency, took us 17 miles to a connection. (This, account the underpass (So. Pac. Ry.) being filled with water). The school bus furnished its laughs and the travelers were in good spirits, for after all the main idea was to "get through." That we did and almost on schedule. Even the most severe critic, a thorough-bred air traveler who was grounded by plane and stranded later by train, welcomed the Greyhound. (Giving credit where it's due).

Walt Rorick, Ticket Clerk, took a week off over the Christmas holidays, being relieved by Ralph Coughlin, whom we had with us some two years ago while the Sixth Street Terminal was being remodeled. Mr. Rorick says he really enjoyed his Christmas being home with the family.

To Mr. Reynolds of our Express Office: we hope a rapid recovery. Ol' man "flu" has him down—but not for long! He is being relieved by our ever-ready stand-in, Lawrence Allen.

Jim Tucker, we understand is Chief Engineer of the Tucker Railway. He bought "Sonny" (his boy—Jim, by name) one of the electric trains and just couldn't wait until Christmas to hook it up. Wonder just who had the most fun out of the train? Presents galore — It took "Tuck" about two hours to shave the other morning with his electric razor . . . You

know, those new-fangled things!

Sam Porter, shop mechanic, has been back from Florida for some days now. He had a splendid trip, but judging from some of the remarks about Florida—"Sunny" California ranks first. Three months of Florida should give one a fair idea. (There's a lead for the Los Angeles Chamber of Commerce to follow up!)

Greyhound gave an informal Christmas party for employees and invited the Motor Transit boys, too. It all took place on the 12th floor of the Rosslyn Hotel (way up high where the noise couldn't bother the pedestrians). Some, we hear, had to alkalinize with alka seltzer the next morning. Don't say "Vas you there Charley—?" (We only heard).

With our new additional service and more frequent schedules effective January 1, 1938, on all lines, we're going to have to prepare for an oral quiz on "when do they leave?" So many of the schedules heretofore have been more or less standard, but now—"wait a minute while I look it up."

The busses seem to be rolling a lot more miles, too, judging from the fact that Joe Depron (Firestone tire man) in our shop, has a helper. At

least the rubber business must be good!

From Riverside comes an explanation:

All the boys seem to be calling for an explanation of the John D. Puffer romance! Well, the main reason for the delay in final explanation was that we weren't absolutely sure. It all started this way:

Lee Knief, Relief Clerk, started things going by purchasing a permit

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to wed in Riverside. Somehow or other that didn't materialize, but the printing of the notice in the Riverside press seemed to attract the attention of Mr. Puffer. Shortly afterwards he made a trip to Santa Ana intending to drop in on Agent Kennedy, but found Kennedy to be away fishing. It was during this delay in Santa Ana that Mr. Puffer met the fair lady and with all the ideas put in his head by Mr. Kneif (making such a bold try), things worked fast. He returned from Santa Ana—more a husband than a bachelor! If the errors that showed up during the next week could be used as a barometer, he's all "a jitter." Hearty congratulations to both from all.

#### PASADENA TERMINAL NOTES By L. (Tony) Tonopolsky

Bill Huddleston and Roy Garst are back in Pasadena after a long sojourn at Macy, having bid in bus and interurban runs respectively. Welcome back, boys.

The sick list during December showed the following: A. F. Simpson; W. F. Huddleston; R. N. Penny; L. D. Whittimore; D. B. Gardner; I. W. Holm and J. H. Kelly. The last five named were on the sick list for two months or more. All showing improvement, with exception of Kelly, suffering from blood poison in the foot, which started from an infected toe. Doctors expect to operate after the first of the year. May the new year bring them health in abundance and their early return to work.

Our salute to Mrs. Roy Hubbell for wonderful Christmas spirit. In December, 1936, Mrs. Hubbell presented Mary Ann with a live doll in the form of a baby sister, repeating in December, 1937, with a baby brother. Mother and baby doing nicely, Roy's recovering slowly and insists next Christmas it will be just a doll.

Several years ago two brothers, Walter and Ralph Melching, being interested in electric and steam railroads, organized what is now known as the Railroad Booster Club which has grown to a membership of nearly fifty young men between the ages of 14 and 21 from various walks of life, about six of the entire membership being employed by railroads. On December 5th our management extended to these young men the courtesy and privilege of making what is considered the last revenue special party trip to Mt. Lowe. Yours truly and Motorman Bever composed the crew; Henry Gentry representing the Passenger Traffic Department.

December 15th Conductor Sam Collins resigned and joined that honored group of retired employees. Our best wishes, Sam, for many years of joy which you so well deserve.

For the past month O. C. Angle has been Terminal Foreman at Pasadena, in lieu of Van Fleet, who assisted Trainmaster Smith revising new runs, effective January 1st.

For the past two months a self-satisfied look has adorned the coun-

tenance of Conductor V. J. Wing, and rightfully so. The latter part of October V. J. escorted one of the most charming of Pasadena's nurse fraternity to the altar in Santa Ana. Now that it is no longer a secret we extend to the happy couple our best wishes for a wedded life of bliss and happiness. Congratulations! Incidentally, Mrs. Wing was made doubly happy on Christmas morning as she found a new 1938 Dodge in her stocking, the gift of her good husband. Good luck always, and stop, look and listen at all railroad crossings.

Joe Rovai spent the Christmas holiday with his mother and family in San Diego. Joe was Santa Claus for his niece and nephews, who are investigating how so large a man could come down so small a chimney.

Little Henry Locksham, age eight, really got the tough breaks. Three days before Christmas Henry fell from a friend's bike, fracturing his arm near the shoulder so severely he will be confined in Huntington Memorial Hospital for four weeks. Hard luck, Henry, but it won't be long.

Conductor Gulden did a "Steve Brodie" off a Shortline car as it was rounding the curve at California and Raymond. His injuries consisted of lacerations on the face and forehead and sprained wrist. Painful, but fortunately, not serious.

Who was the guy that, cold sober, and wide awake, came to work recently wearing one black and one tan shoe? Boy oh boy, was my face red.

And yes, thank you, my wife made up my mind, and how.

Pasadena Terminal extends to the rest of the family our best wishes for a Joyous and Prosperous New Year.

#### ACCOUNTING DEPARTMENT Geo. Perry

The last vacation list for 1937:

Rachel Ramer, Bill Keelin, Opal Tucker, Ethel Chandler and Jessie Kremer—home.

Helen Sawyer—San Francisco and Reno.

Emily Prior—San Francisco.

John Suman—brushed up on his

golf game; for those who understand golf parlance, he shoots right around 80, which might possibly put him in the class of that peerless golfer of the Engineering Dept., Leon Perry, who uses his smasher and wacker to achieve undying fame?

George "Bunny" Chrystal—San Francisco; visited what was once the Barbary Coast but was disappointed.

Belva Dale—Chicago and Indianapolis; had a real eastern Christmas.

Helen Bettis may be "down," but never out in the cold with the new satin-down comforter which her girls gave her at Christmas. If it is possible to believe all the benefits which Helen claims for this comforter, no home is complete without one.

Arthur D. Hyde and Ual L. Drake are two happy Clerks who merit our congratulations for advancement in position during the month. Gentlemen, an orchid to each of you.

A personal message to a new grandfather: Congratulations, Grandpa! We know you are very proud of that young granddaughter; there has never been such a lovely child before, has there? And certainly never such an intelligent one. Now don't spoil her and be sure you eat your spinach,

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as well as she. Who is the message for? Why, Harry Thomas, of course.

We all are creatures of habit, but few of us realize to what extent our lives are governed by this thing called habit. An amusing example of this force was demonstrated by a young lady (a former employee) who is now happily married and who dropped into the office for a visit. Mrs. Henry Doll, Jr., (Kathryn Fox) arrived about noon one day and was talking to her friends when the noon bell rang. Of course, they all trooped out to punch the clock and Kathryn right with them. She stood in line until she arrived at the clock and it wasn't until reaching for a timecard that was not there that she realized her mistake, and good naturedly took the laugh which burst about her.

We welcome a new Clerk who joined us December 6th and who will be under the supervision of F. B. Eggerman in the Central Timekeeping Bureau. Biehl Fay, take a bow.

Our sincere sympathy is extended to our friend, Anna Beseman, upon the passing of her mother on December 19th last. We do hope that the foregoing token of our friendship will strengthen and aid our friend to face the future resolutely.

To the family of our co-worker, Frank E. Locks, who died December 7, 1937, we wish to express our sympathy in their bereavement. In the 30 odd years which he spent in the services of the Company, he enjoyed the friendship of all who knew him. Mr. Loucks retired from active service June 16, 1935.

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**L. A. FREIGHT TERMINAL**  
Irene Cunha

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Mr. Orr was on a vacation late last month. He and Mrs. Orr have been taking short trips hereabouts.

William Hernandez, who has been working at Wingfoot as Clerk-Warehouseman since leaving here in March, is back with us again, having been the successful bidder on the Expense-Bill Clerk job.

In the yard office there were 18 changes in positions made during the month due to bumping and changes in assignments.

R. V. Rachford, Per Diem Clerk at Butte St., is to be congratulated on his election to President of the B. of R. C. Lodge No. 30, the second largest in the west.

In the warehouse, Wm. B. Rosenthal, Trucker, who was married on the 26th, is now honeymooning in San Francisco.

Ambrose Stillson, Check Clerk, is back from vacation today; he spent same at home in Long Beach and with Mrs. Stillson took several trips in the neighboring vicinity.

Alyie V. Rhoads, retired Trucker, was in last month to call on the boys in the warehouse. All were glad to see Mr. Rhoads and would like to have more of the retired men call on them.

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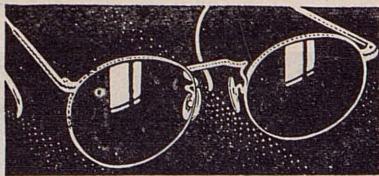
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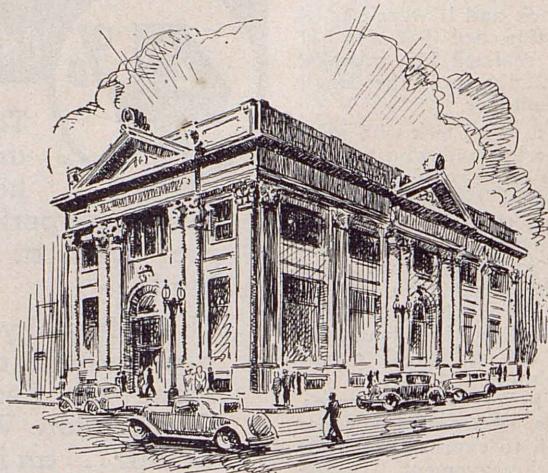
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